

# HACK ORDINANCE NO. 10 HIT WITH ANYBODY

Fifth Avenue Is Even More  
Crowded Now With  
Hansom.

AND DRIVERS MAKE LITTLE

Changes Suggested to Benefit  
All by Traffic Engineer  
Bernstein.

On August 1, 1913, the public hack ordinance went into effect. Among others who hailed this ordinance with joy was the Fifth Avenue Association, because the ordinance promised not only to lower cab fares but also to take off the cruising hacks from our business streets and make them stand at designated places in side streets. Cheaper cab rates are now an accomplished fact, but cruising hacks have become a far greater nuisance and hindrance to smooth movement of fast vehicular traffic on Fifth avenue.

An investigation made by J. Bernstein, traffic engineer, under the auspices of the Fifth Avenue Association, discloses the following conditions:

First—Certain side streets were designated as public hack stands by the mayor, through the license bureau, and for a short period some of the cruising hacks took their places on these stands. A very brief experience, however, proved that owing to the absence of an adequate signal system it was impossible for the drivers of such hacks to earn a living and therefore they promptly abandoned the stands and again took to cruising up and down the avenue.

A specific count in the region from Thirty-second to Forty-second street shows that the number of cruising hacks doing a regular business on Fifth avenue has almost doubled since the census was taken in December, 1912. The percentage of empty hacks to cabs actually transporting passengers is now a little more than 4 to 1. Analyzing statistics gathered proves that the average cab driver is employed in transporting passengers for a period of fifty-two minutes during the hours from 2 to 6 in the afternoon, not a very profitable business proposition for the owner of the hack.

That hackmen still continue to drive up and down Fifth avenue within a very few blocks is due to the fact that motor cabs are quite well distributed now on designated stands throughout the city, and in spite of their being a little more expensive than the horse drawn cab they are freely patronized by the public, since they are always in sight.

Thus, a large number of horse cabs that used to find employment during the day in various parts of the city are trying to recoup themselves by crowding Fifth avenue where motor cabs are plentiful. The result is a large increase of the number of horse cabs in the vicinity of Fifth avenue, and the anomaly of a decrease in the total number of all horse cabs throughout the city, accompanied by a large increase of the number of horse cabs in the vicinity of Fifth avenue, finds its explanation.

Second—Article 7, section 5, of the public hack ordinance legalizes the cruising hacks. In an attempt to regulate them, however, there are some stringent rules for the method of how the cab should move. Indeed, no cruising hack could possibly live up to the rules laid down in this paragraph and pick up a passenger. The very fact that he wants to solicit business compels the hack driver to move at the slowest possible speed and to seek the corners where such passengers are waiting.

Small wonder that the police regulation compelling the northeast and southwest corners on Fifth avenue to be kept clear of the Fifth avenue stage coaches to take on or discharge passengers. The latter are the haunts of the cruising hacks, to the great inconvenience of the passengers of the omnibuses. The Police Department is doing all in its power to check this evil, but it is practically impossible for the traffic man in the middle of the street successfully to prosecute the offenders. Legal evidence to convict one of these hackmen must be so technical that it is out of the question for anybody, unless he devotes his time exclusively to the watching of specified hack drivers, to gather it.

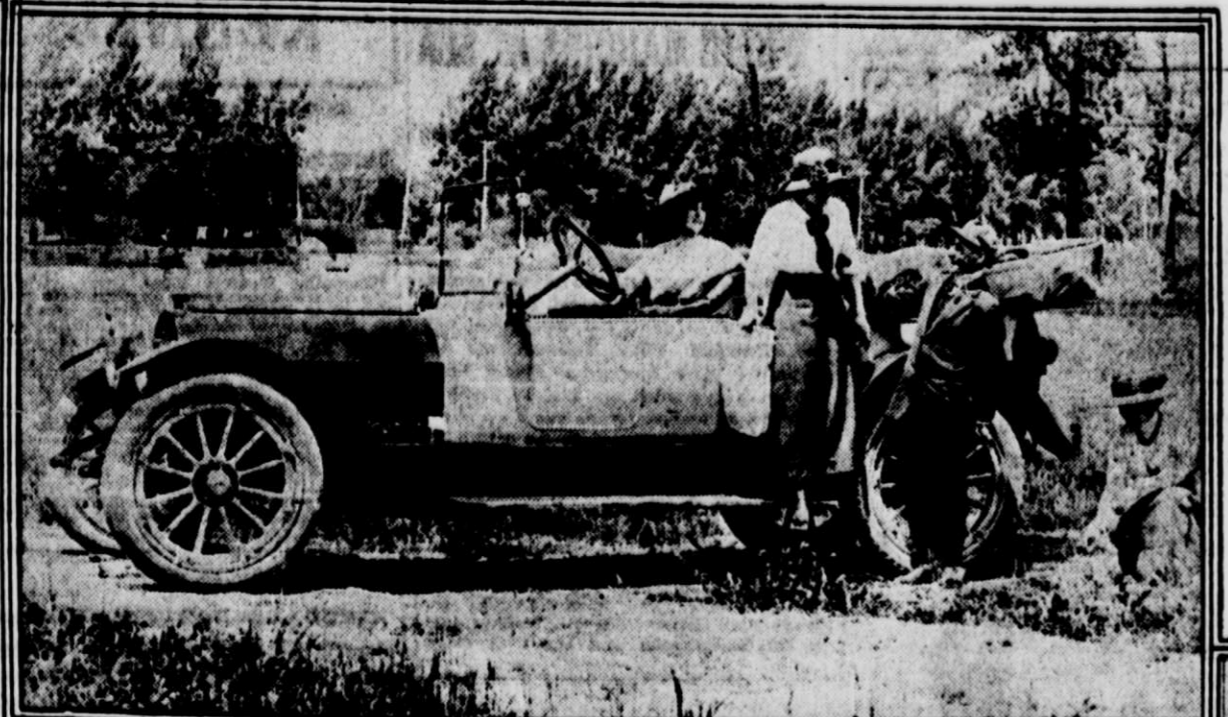
The situation as found by Mr. Bernstein has been presented to the Automobile Traffic Commission, and at the meeting of this commission he suggested the following as remedies:

1. The public hack ordinance should place responsibility for its enforcement exclusively in the hands of the Police Department. At the present time two departments, the Bureau of Licenses and the Police Department, are charged with enforcement of this ordinance. Experience has shown that responsibility divided between two departments does not work out well.

2. A system should be evolved by which the police magistrates should notify the Commissioner of Licenses whenever a public hackman is fined by them for infringing on traffic regulations. The revocation of the license should be exclusively within the power of the Commissioner of Licenses. (To-day the magistrates share this power with the Commissioner of Licenses.)

3. The cruising of hacks should be absolutely forbidden. Specified stands should be assigned in the proper locations for horse cabs as well as motor cabs and they should be compelled to use them. In order, however, to be fair to the cab drivers some system of signals should be installed at every cab stand so that the hack driver might be promptly notified when a passenger is waiting. The first man in the line should be the one to answer the call.

# Pretty Springtime Settings for Motor Cars



Here's a picnic party out in a Kinsell-Kar 48 Six. The car certainly helps to make the out-of-doors appreciated.

# WHAT IT MEANS TO BUILD 50,000 CARS

And Consequently What It Signifies to Ship 90 Carloads a Day.

DATA FROM THE OVERLAND  
March Figures Show a Total of 2,358 Railroad Cars Used.

Few people who are unfamiliar with the magnitude of the industry can appreciate what an annual production of 50,000 automobiles means. The total makes a fine mouth filling set of figures to handle, but it is not until a comparison is made with something with which he is familiar that the average layman realizes the vast volume of effort such a business entails. In this respect the monthly car movement report made by the traffic department of the Willis-Overland Company of Toledo, makers of the Overland automobile, is enlightening.

Taking the figures for March, in which there were twenty-six working days, the report shows that a total of 2,358 railroad cars, including and including, were handled at the Overland plant. This is an average of more than ninety cars a day or more than one loaded car every seven minutes of a ten hour day. Of the total number of cars moved 748 were inbound, bringing raw materials and parts, and 1,610 were outbound, carrying finished Overland cars for every part of the civilized world. An each outbound car has a capacity of at least three complete automobiles and some are loaded with as many as six, the figures show an output of well over 5,000 Overlands in twenty-six days.

Railroad officials declare that a city of 10,000 to 20,000 inhabitants which would use twenty carloads of freight per day would be a marvel of industrial and business thrift, and that would mean only 250 cars for the whole city in a twenty-six day month. The Overland incoming freight for March shows a total of more than 43 per cent. greater business. If this freight could be hauled in a single train it would stretch nearly seven and one-half miles across country and seventeen of the largest freight engines made would be required to handle the cars. The combined incoming and outgoing business would make a train more than twenty-two miles and a capacity load for fifty-three of the biggest "mogul" locomotives.

The description of the loads carried by the incoming cars also furnishes an interesting view of the motor car industry. Among the articles listed on the report are coal, fuel oil, cylinder oil, kerosene, sand, fire brick, lumber, machinery, hair, wheels, springs, electric starting motors, batteries, magnetos, paint, white cotton, bow sockets, rims and rings, tires, tubing, several varieties of steels and other metals, leather, rubber matting, wadding and linoleum. And when one stops to consider that these materials never come in less than carload lots and sometimes, as in the case of forge steel, in shipments that require a whole train, the automobile business takes on very respectable proportions.

# POPULARIZING DYNAMOMETERS.

Moline-Knight Had the Effect of Putting Them to Work.

"More dynamometers have been working for the past four months than at any time in the history of the motor car industry," says W. H. Van Dervoort, president of the Moline-Knight Automobile Company, makers of the Moline-Knight. The dynamometer of the Moline-Knight in the laboratory of the Automobile Club of America, New York, 50 per cent. of the motor car buying public has never heard of a dynamometer. Following the test and car challenges to makers of popular valve motors to equal the Moline-Knight record, numerous dynamometers have been attached to popular valve motors, with the result of at least educating the public as to the dynamometer's use, even if our challenge was not accepted.

Benham New Six Is Here

Author Warren of the Diamond-Warren Co. is particularly enthusiastic over the Gold for the Benham Six, which is a luxurious looking car of 48 horsepower, selling in the \$2,500 class.



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# SAVING LOZIER WEIGHT.

"Weight elimination is one of the selling points of the new light four Lozier this season," Harry S. Hought, the Lozier distributor in New York, points out. "In no particular, however, has structural strength been threatened. Rather the reverse, as stronger and lighter steels are being used. Engineering practice shows that the Lozier at the present time has weight down to the proper point coincident with the utmost safety of the passengers and their position is borne out by the policies of those other firms in the automobile business whose positions have been established."

To show how this weight has been saved on the new four, Hought cites a few instances. "Heavy strut rods do not appear on the new car. The drive and torque are taken up through the rear springs and by this method the heavy steel rods are done away with which formerly performed this work. The heavy housing which appears over the drive shaft of some cars is not in evidence on the Lozier. The engineers realized the futility of this protection and another useless weight factor was eliminated."

In the first three months of the present year Hought has sold 112 new cars, approximately \$250,000 worth of business.

# GOODYEAR HAS RECORD WEEK OF PRODUCTION

Output Is 52,000-odd-Tires for Automobiles and Motorcycles Too.

"It is interesting to note," says an official of the Goodyear company, "that though our factory at Akron turned out 52,873 pneumatic tires for automobiles and motorcycles last week and thus broke the record for production we ourselves had formerly made, the tires themselves are better than any we ever made before. On Friday of last week our production for the day was 11,032 casings. "We have refused to sacrifice quality to expediency. On that basis our sales have grown from a cipher to \$32,000,000 in a few years. For instance, ours is the only tire now made by the 'On-Air' cure. This alone has made the company's tires a day, but it prevents wrinkled fabric and minimizes blowouts."

"Fully as important is the fact that we are using for tires fabric made in our own mill, purchased a year ago at 100 cents per pound, but now at 120 cents per pound. This has added to our factory cost, but it has also added to the miles and satisfaction tire users obtain from Goodyear."

# CAN BE TOO MUCH OIL.

Mitchell Car Man Has Adventure With Litteral Owner.

"Use plenty of oil" is the advice that motorists get when they take out their new cars, but there is of course such a thing as taking this advice rather too literally. This happened in the case of one owner who had dealings with Henry Drouet, the local Mitchell distributor, and he was telling about the case the other day.

"This man," said Drouet, "came into the store in high indignation because, returning from a trip out of town, his car began to act badly and heated up unless it was run ever so slowly. He complained bitterly. I asked him where he had run and he named a trip of about 200 miles all told, 100 miles out and back. I saw that the motor was chuck full of carbon, so I asked about the oil. He said he had put in 2 1/2 gallons before starting out and about as much when starting back. No wonder that now the motor was hot. When I told him that he had used too much oil he said 'Well, didn't you tell me to get it plenty of oil?'"

# MOONEY IS A SALES MANAGER.

Hupmobile Advertising Man Takes a Step Upward.

Following the announcement made by President J. Walter Drake of the Hupmobile Motor Car Company that Sales Manager R. G. Neighbors had relinquished that place, comes the news that Frank J. Mooney, for several years advertising manager of the company, has been appointed to handle both the sales as well as the advertising.

The appointment of Mooney is of special interest to advertising and newspaper men throughout the country, for he has already gained acquaintance in both these fields. He inaugurated the advertising departments of two companies, the Anderson Electric and that which he now represents.

# RECORD FOR RELIABILITY.

A Chandler six finished with honors in the annual Swedish reliability trials recently held by the Royal Swedish Automobile Club. Out of sixty starters in the two classes only twenty finished, and it was a most strenuous test for machines and driver.

The Swedish motor papers which are just at hand criticize the officials severely for allowing the cars to start. The trip covered a run of 795 miles. The heavy winter snows, followed by rain, had made the roads almost impassable. One reviewer says the highways were bog, fit for travel only in a hydroplane rather than in motor cars, and some of the cars sank so deep in the mire it took as many as six horses to pull them out.

Class I for the larger cars had fifty-eight starters, and of this number only sixteen finished. The Chandler being among the number. Some of the best known cars in Europe participated in this run, and twenty-two American cars were among the contestants. Only a single Chandler was entered, and it was the only American make of car which started in the run and had no record of failure to finish. Three other American cars all succeeded in finishing with one car, yet one or more other cars of the same make failed to complete the run.

# Even on Rainy Days They Break Chalmers Shipping Records



This picture was made on a wet day this month, between showers, at the Chalmers plant. This is one of several shipping docks where 30s and 36s are being rushed into cars to bring the shipments for that day above the 70 mark.

# Girl Is Agent For Cycle Car

MISS ANNA SHEELY, proprietor of the Sheely Motor Car Company of Passaic, N. J., is probably America's first woman cycle car dealer. She has taken the northern part of New Jersey as territory for the Economy cycle car.

Miss Sheely is 20 years of age. She has been an automobile dealer and garage manager for more than a year, taking over the business at the time of the death of her father.

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# REOS AT PANAMA-PACIFIC.

Will Serve as Sightseeing Cars at Exposition.

Reo trucks will carry the sightseers of the world at the coming Panama Exposition. It was a truck in Tahiti that brought about this decision. Last summer a cocoanut grower in that mid-Pacific island decided to buy a Reo, equipped with a special body, and start a "rubberneck" service in Tahiti. This special body was constructed in Fresno. The maker of it was struck with the originality of the design and put together a copy of it for a "Prisco" sightseeing company. As a result of the performance of that rubberneck during the past few months the "Prisco" corporation is ordering a complete fleet of trucks to serve during the coming summer.

# OLDSMOBILE NEW FOUR.

"The Olds Motor Works is returning to its first love—the four cylinder car. The demand from everywhere has simply forced us into it," says C. H. Larson, the local dealer. "But this does not mean that we are in any sense going to discontinue the manufacture of the six. In fact, the market for our sixes has been better this season than at any time previous and we have done a flourishing business."

"The new model which will shortly be produced resembles the big six excepting that the wheel base is 110 inches. It is to be made in two sizes, one 1000 pounds, fully equipped. Sample deliveries of the car will be started about May 1. Deliveries in quantities will be made as soon thereafter as possible, so that by August production will be getting swinging. Next season we expect to build 2,000 of these fours."

# DEVICES THAT SAVE MONEY AND LABOR

Obviate Handling of Car Parts in the Cole Factory.

MACHINE HOISTS BODY And Men Cannot Soil Finish of Paint—Other Novelties.

Four labor and money saving devices in the Cole plant are the combination pneumatic body hoist and travelling crane, the grease cup filler, linoleum cutting machine and a machine to prevent the warping of linoleum on the running boards. Each device is said to be an exclusive feature in the Cole plant.

From eight to nine men were required to mount a seven passenger body on a chassis. Now this is accomplished by one man, with the assistance of the combination pneumatic hoist and travelling crane. A body will scarcely permit eight men to stand around it and this procedure could hardly be accomplished without making it impossible to finish the surface of the frame. When so many hands are applied to a body, hands maybe wet with perspiration, or perhaps daubed with grease, they can hardly help marring the finish in some extent.

The device has four steel cables, each hooked in their lower ends, which are attached to the body. The operator standing on one side merely moves a small lever operated at the rear of the machine, and the body is hoisted. The operator then pushes the body forward. This is easily accomplished by one man as the entire crane is supported by four cables and is rolled on a set of wheels. The body is immediately over the chassis, the operator returns to the operating valve and drops the body in place.

An interesting detail in connection with this device is that the hoist is hoisted into the body. This hook catches the front and rear top irons. It is made from round steel and very much the shape of a letter "J". Placed upon the longer portion of the hook is a circular steel weight which is free to slide and which overhangs the short portion of the hook, so that when the weight is dropped down it is impossible for the hook to come out of the top iron. The purpose of this device is to prevent hooks accidentally unfastening after the body is locked in place and the cables slackened.

Filling four grease cups a minute is the average rate at which an operator is able to work on a machine devised for this purpose. Not a drop of grease is lost in the process and every part of it is clean grease. The machine comprises two sets of pet cocks and a supply cylinder. The supply cylinder is made in two pieces, the upper piece being finished like a bayonet, so that it may be readily removed from the body. The lower piece is placed the fresh grease to be put in the clean grease cup. A piston is forced against this body of grease by air pressure. The air pressure is admitted at the top of the supply cylinder. The grease contained in the lower cylinder out into the two rows of pet cocks and into the grease cups which are attached to each of the four corners of the body. The pet cocks are used between the cylinder and grease cups in a permit measuring the grease in each cup. This operator replaces the boy who formerly filled the cups by simply turning a handle, thus saving a great deal of time and effort.

When such a method is adhered to the parts to be greased may or may not get greased, depending upon whether or not the cups have been filled sufficiently.

Linoleum comes to a factory in rolls. These are six feet long and weigh 350 pounds. On account of their weight and size they are extremely unwieldy and until a device was rigged out it was necessary to leave them lying about on the floor, where they were liable to damage. There was also loss of time because of the difficulty found in measuring them correctly. In the new device three pulleys are provided by means of which the roll is lifted into a position where it can be cut. The roll is cut out of sight, dirt and moisture. The loose end of the roll is brought through a pair of lead covered feed rolls at the top of the cutting boards. The two rolls are operated by a crank at the right hand end. In this way the linoleum can be rolled down over the cutting boards without being soiled by dirty hands.

A large steel "tee" square is located at the upper end of the cutting board so that the linoleum may be conveniently measured off and the vertical cut made perfectly true. The use of this device has resulted in a more efficient and economical cutting of the material. The linoleum is always in better condition now than when it had been handled on the floor.

Linoleum which is placed on the running board may be tacked down or held by the metal angle strips which surround the board. As the first precaution against the warping nuisance the boards are not made in one piece, but from two or three pieces which are tongued and grooved together. As no two pieces of wood will warp the same, the combination of two or more pieces helps to keep the boards straight and uniform. These boards are then impregnated with creosote so that they are absolutely impervious to water. As a thin wire with considerable weight is applied to any one portion of them it will keep them from bending.

Then the boards are covered with linoleum which is tacked down but glued on to these boards with a waterproof glue. While this glue is setting the boards are placed in a big press so as to insure a uniform appearance and perfect adhesion of the linoleum.

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# "Nap" Hitters Drive Hudsons.

Joe Jackson of the "Naps" is driving a Hudson Six-40. Joe bought his car from the Hudson dealer (Greenlee & Co.) where the "Naps" were in spring training.

Larry Lajoie, another famous "Nap" slugger, is the owner of a Hudson Six-40, purchased last winter from the Cleveland dealer.